

## March 13, 2023

**To:** Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval to Release Request for Proposals for the South Coast

Rail Infrastructure Feasibility Study and Alternative Concepts

**Analysis** 

#### Overview

The Orange County Transportation Authority has developed a request for proposals to initiate a competitive procurement process to retain a consultant to conduct the South Coast Rail Infrastructure Feasibility Study and Alternatives Concepts Analysis in south coastal Orange County.

### Recommendations

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 3-2328 to select a firm to provide consultant services to conduct the South Coast Rail Infrastructure Feasibility Study and Alternative Concepts Analysis.
- B. Approve the release of Request for Proposals 3-2328 for consultant services to conduct the South Coast Rail Infrastructure Feasibility Study/Alternative Concepts Analysis.

#### Discussion

The Orange County Transportation Authority (OCTA) owns the Orange Rail Subdivision in Orange County located between the cities of Fullerton and San Clemente. OCTA is seeking proposals from qualified consultants to conduct a study on approximately seven miles of railroad corridor in south coastal Orange County from approximately milepost (MP) 200 to MP 207. The study area includes the cities of Dana Point, San Clemente, and unincorporated portions of the counties of Orange and San Diego. As defined by the Department of Defense, the rail line between Los Angeles and San Diego counties is designated as a Strategic Rail Corridor Network, which consists of key railroad lines most important to national defense. This study will take into consideration federal, state, and local sustainability planning efforts.

Over the past several years, coastal storm surges, combined with several other environmental factors, have caused damage to the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor in south Orange County. These events required increased maintenance and emergency repairs to stabilize the infrastructure. The emergency repairs have also led to intermittent service loss and delays. This feasibility study will support the development of partnerships and assist in directing priorities for future rail planning efforts, including potential project-level preliminary engineering and environmental analysis.

The 24-month study will assess existing and future risks, issues, and challenges with the maintenance and operation of rail services along the LOSSAN Rail Corridor in south Orange County. One of the goals of the study will be to identify, assess, and evaluate short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will focus on long-term options, including rail line relocation. OCTA is seeking state/federal grants for the long-term study.

Throughout the development of the study, key stakeholders will be engaged, and partnerships will be established. This is a significant step to collaboratively identifying potential options for consideration. Additionally, a project development team and stakeholder working group will be established to gather input and review technical deliverables.

# Procurement Approach

OCTA's Board of Directors (Board)-approved procurement policies and procedures require that the Board approve all request for proposals (RFP) over \$1 million, as well as approve the evaluation criteria and weightings. Staff is submitting for Board approval the draft RFP and evaluation criteria and weightings, which will be used to evaluate proposals received in response to the RFP. The recommended evaluation criteria and weightings are as follows:

Qualifications of the Firm 20 percent
Staffing and Project Organization 40 percent
Work Plan 40 percent

In developing the criteria and weightings, several factors were considered. The firm's qualifications were assigned a weighting of 20 percent as the firms' experience in performing relevant work of similar scope, size, and complexity is important to the success of the study. Staffing and project organization was assigned a weighting of 40 percent, as the qualifications of the project manager and other key task leaders are critical to understanding the project requirements and to the timely delivery and successful performance of the work.

Finally, an equal level of importance is also assigned to the work plan to evaluate the technical approach and resource allocation for the work to ensure successful performance and timely delivery of the project. As this is an architectural and engineering procurement, price is not an evaluation criterion pursuant to state and federal laws.

This RFP will be released upon Board approval of these recommendations.

# Fiscal Impact

Funding for this study is included in the proposed OCTA's Fiscal Year 2023-24 Budget, Planning Division, Account No. 0017-7519-TR222-PEJ, and will be funded using Measure M2 (M2) and Surface Transportation Block Grant (STBG) program funds. M2 will contribute approximately 12 percent of the total contract value while STBG would fulfill the remaining budget.

## Summary

Board of Directors' approval is requested to release Request for Proposals 3-2328 for consultant services to conduct the South Coast Rail Infrastructure Feasibility Study and Alternative Concepts Analysis, as well as approval of the proposed evaluation criteria and weightings.

### Attachments

- A. South Coast Rail Infrastructure Study and Alternative Concepts Analysis
- B. Draft Request for Proposals (RFP) 3-2328, South Coast Rail Infrastructure Feasibility Study and Alternative Concepts Analysis

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